

London Free Press.

JOHN W. O'BRIEN—EDITOR.

LOUON:

TUESDAY: JAN. 21, 1854.

THE "OMNIBUS" BILL LOST.

This important Bill, proposing to grant State aid to a number of Railroads, was up on its final reading in the House on Wednesday the 25th, and lost by a vote of 23 to 48. A motion to reconsider, was entered by Mr. WINCHESTER, when Mr. STREET moved to act upon the motion immediately, which the House refused to do, so that Mr. WINCHESTER's motion lies over under the Rule. The Nashville Whig says it understands the motion to reconsider, was entered by one of the members who voted against the bill, in the hope that it would be taken up and rejected, and the bill placed beyond the pale of hope. But the House refused to take up and act upon the motion. So that the friends of the Bill have some hope of the final passage of the more important features of the Bill. It was loaded down with amendments, until many of its original friends voted against it.

BOARD OF DIRECTORS.

Gov. JOHNSON has appointed the following gentlemen as Directors for the East Tennessee and Georgia Railroad on the part of the State, for a list of whose names we are indebted to the kindness of President WALLACE. The Board is now complete—Directors on the part of the Stockholders having been elected at their meeting in January, to-wit:

APPOINTED BY THE GOVERNOR.

J. G. M. Ramsey, Knox county.
P. S. Holsell, "
William Lenoir, Roane.
John Jamagin, Anderson.
J. A. Coffin, Monroe.
Thomas Rogers, McMinn.
George W. Bridges, "
R. M. Edwards, Bradley,
D. C. Keener, "

ELECTED BY THE STOCKHOLDERS.

C. Wallace, Knox county,
D. P. Armstrong, "
T. C. Lyon, "
W. S. Callaway, "
Robert Sneed, Monroe,
Thos. H. Callaway, Bradley,
William Grant, "
Thos. J. Campbell, McMinn,
W. H. Stark, Augusta, Ga.

The Knoxville Register of last week, has a paragraph of complaint against W. T. Lowe, the worthy Post Master at this place, also, against the Ferryman at this place, on account of failure in the Mails, caused by the extraordinary high stage of the river. "We take pleasure in assuring the Register, and all others, that there is not a more accommodating Post Master to be found anywhere. But he had no right to send the mails by any other conveyance than that employed by the Government.

Hunt's Merchants' Magazine.—This work for January has come to hand. It is the commencement of its twelfth volume and is embellished with a beautiful engraved likeness of JAMES GEORGE KING. We would like to see this excellent work circulated extensively in this part of the country. The Magazine is published monthly at \$5 per annum, by FREDMAN HUNT, No. 142 Fulton street, N. Y.

I. T. LENOIR, Sweetwater, Tenn., calls attention of those wishing to purchase lands, to his Farm in Sweetwater Valley. Lands in that valley are productive, perhaps, as any where in East Tennessee. But see his advertisement.

The Bill appropriating \$650,000 to the Nashville & Chattanooga Railroad, has been defeated.

Gutta Percha Pens.—Messrs. Johnson, Bell & Co., have a supply of these newly invented writing Pens. We have tried them and believe them to be superior to Steel Pens.

Arthur's Home Magazine.—The February No. of this has been received. It is edited by T. S. ARTHUR, at \$2 per annum—four copies for \$5.

HON. SAMUEL A. SMITH, has our thanks for a copy of the Report of Capt. HAWKINS STANBURY'S Exploration and Survey of the Valley of the Great Salt Lake, of Utah.

New Arrangement.—G. W. Mayo, Esq. has become proprietor of Leuty's Hotel, London, and took possession on Wednesday. Mr. Mayo has been engaged in keeping a public house at this place for many years, and no one has a more perfect knowledge of the business. We know he will keep the right kind of a house at London, and we take pleasure in commending it to the public.—[The Athens Post.

From the above, and from an advertisement in another column, it will be seen that Mr. Mayo has taken charge of Leuty's Hotel. Mr. Mayo has had much experience as a Landlord, and we feel assured that he will keep an excellent House.

It is reported that Gen. Cass has authorized his friends to say that he will not only vote for the repeal of the Missouri Compromise as far as it interferes with the Compromise of 1850, which allows Southern planters to go at once with their property into new territories, but will make a speech in the Senate declaring that that portion of the Missouri Compromise is unconstitutional.

Georgia U. S. Senator.—Hon. ALFRED H. IVERSON has been elected by the Legislature of Georgia Senator of the United States. Mr. IVERSON is the son-in-law of the late Hon. JOHN FORSYTH, is a gentleman of fine abilities, and a thorough-going State, Right Democrat.

Capt. ALEXANDER, of the steamer Lady of Augusta has our thanks for late river favors. The Lady is now running regularly between Chattanooga and Knoxville.

The Bill to amend the charter of the Hivassie College, in Monroe county, has passed its third reading in the Senate.

The Board of Directors of the Mississippi and Tennessee railroad have elected Hon. MILTON BROWN, President, and Gen. R. P. NEELY, Secretary and Treasurer.

LOSS OF THE SAN FRANCISCO.

SHIP THREE BELLS.
At Sea, Friday, Jan. 6, 1854.

The steamer San Francisco, as you are aware sailed from New York on the 22d of December, with the United States troops, bound for California. The day was beautiful, and everything promised a pleasant and prosperous voyage. The ship was well provided with everything which could render us comfortable, and every luxury that could be procured was placed on board. All these things, together with the gentlemanly and efficient officers of the ship, and pleasant company in the cabin, served to render us happy and contented. But, alas for all human calculations! about 9 o'clock the second day out, a gale springing up, and continued to increase all night. At daylight it was perfectly frightful. During the night—I think about 12 o'clock—our engine gave out, and soon after, our foremast was carried away, which left us entirely at the mercy of the wind and waves. The scene in the cabin during this time was truly distressing. Nearly all had turned out of the state rooms, despair depicted on the countenances of all. A few of us who occupied the upper cabin left it and went below; and well it was for us, for soon after day—I think about 8 o'clock—a sea broke over our starboard wheel-house, and with frightful force dashed against the foremast, carrying away all of the cabin and about 150 people, among whom were Col. J. M. Washington, Maj. George Taylor and his wife, Capt. B. B. Field, and Lieut. Smith, two or three males and females who were unknown to me, and two citizen passengers, Mr. Rankin, our sutler, the other names I have not learned, were swept off, but the return wave brought them back. I had gone below, expecting moments before this terrible crash, and was lying at the foot of the steps at the time. I never experienced such a sensation as when the water came pouring into the cabin, together with the debris of the upper cabin, down upon my head and breast. I was swept across the cabin with terrible force, but I succeeded in regaining my feet. I supposed that the ship had broken in half, and that we were fast sinking. I followed after some I saw going on deck, and on reaching it my blood ran cold at the sight of the poor fellows struggling among the fragments in the sea. The waves were, to my eyes, frightful—we could render no assistance whatever, and in fact, expected ourselves that we should go down every minute. With great difficulty we clung to the deck, the sea making a perfect breach over us, and the cold so great that an hour longer must have finished us. Close by me was Maj. Wyse, his young wife and babe. It was truly a heart-rending sight. The poor child must have been nearly frozen. About this time Mr. Mellus, the first officer of the ship, than whom no braver seaman lives, came aft with an axe; this not only surprised me, but greatly raised my hopes. I watched him closely until he approached the only remaining mast. He attempted to cut it away, but the sea ran so high that he was unable to do it. This was the first time I felt that the ship was not full of water. Soon after this our gallant Commodore Watkins came along. I asked him what our chances were; he replied, "Good." I then determined to get into cabin.

The sea was running very high all the time, and the ship was strewn on each side with pieces of the wreck scattered here and there, with men and women clinging to the pieces in order to save themselves. In a few moments all was still, none of them appearing. Not a sound was heard except the dismal moaning of the wind. On looking around, I saw Lieut. Murry standing at the mizenmast. I went aft to him, and held on there for awhile until the first mate came to cut it away, which he failed in doing owing to the roughness of the sea. I then went forward to where I was first, and saw Major Wyse, his wife and child, Lieut. Chandler, Van Voorst, and Dr. Satterlee. We talked over our chances for escape, and all came to the conclusion that we could not survive twenty minutes. At that time two negroes came along with their life-preservers, and one of the soldiers handed me one; but it was so cold that we thought it would be only prolonging our misery, and thinking that the vessel would go down every minute, we did not use them. The sea was making a breach over us at every roll. About this time we discovered that there were many persons in the lower cabin under us, principally ladies. Two or three of us were determined to go down, and afterwards induced Maj. Wyse to go down there with his wife and child. We found that the ship was not in so bad a condition as we thought she was. We found there collected, in the after part of the cabin, a number of the officers' ladies, who were in as dry a place as they could find. A portion of the cabin was broken by the sea that first struck, as I previously stated. We then covered ourselves up with wet blankets, for we were nearly frozen, not having had our clothing on at the time. Here we remained the greater part of the day, supposing the vessel would sink some time during the evening. Capt. Watkins came in and requested that we would all go out to bailing the ship, in order to keep her afloat. Two officers went out at a time, and they were relieved by others, each party bailing two hours each. We kept this up all that night, water gaining on us, and our pumps failing to work. This bailing was kept up four or five nights, until the pumps got to working again, and the sea went down. We then gained on the water, and by great exertions of the engineer, succeeded in clearing the ship of water for the time. The Captain and officers of the ship with great exertions succeeded in stopping the worst leaks and repairing the decks with old pieces of sails, and otherwise patching them up to try and keep her afloat. We kept relieving of three or four men at each end of the shaft to prevent the water coming in there, where it came in by the bucketful. About this time we were cheered with the prospect of setting the machinery in working order, that the vessel might get into port. A temporary steering apparatus was erected, and an attempt was made to get the ship under way, which up to the time had been at the mercy of the waves. After one or two revolutions of the wheel it was pronounced hopeless to attempt anything further. All that could be done, said the engineer, was to keep the pumps working. During all this time the ladies behaved admirably, and no complaint was made by them. Two or three days afterwards we saw two sail; one of them did not heed us, but the other came alongside of us and spoke us. The one that spoke us first was the Napoleon. The Captain said he was short of provisions, and we sent him off a quantity, and she went off during the night. During this time we saw the lighted ship, and thought that we were near the coast, but we could get at it. We made ourselves as comfortable as possible, and got something to eat, and began to get some dry clothes, as we had been wet for nearly two weeks. The next took none of the passengers from us. All this time we had very rough weather, until the bark Kilby spoke us. An officer went on board and contracted to take all the passengers off and take them to the nearest port. Capt. Watkins stayed behind to make one effort to save the ship; he called for volunteers, and in ten minutes he had the number required to stay by him. As soon as some of the passengers arrived on board the Kilby we sent some twenty men on board to lighten his vessel by throwing a portion of our cargo overboard. About 2 P. M. we commenced transshipping the ladies and children in small boats, and by night succeeded in getting aboard about one hundred in all—men, women and children—intending to complete the shipment next morning. About 7 o'clock we were alarmed by the cry of fire, and found the ship to be on fire near the cook's galley, but we very soon put it out.

Some time during the night heavy gales sprung up, accompanied by a most awful sea, and the vessel commenced leaking badly again, and we went to work bailing that night and part of the next day, the pumps at this time giving out again. The men at this time were so exhausted that it required great exertions to keep them steadily at work. When the morning came the Kilby was not in sight, and we supposed that she had made for the nearest port, being short of water and provisions, and it being unsafe for her to remain any longer by us, as the sea was running very high. This morning things looked gloomier than ever, having nothing to eat and being cold and half naked. During that day, after getting through working the pumps, we began to get better spirits, and made ourselves as comfortable as possible. We kept the vessels clear without the aid of bailing. We then cut holes through the deck for the purpose of throwing coal and the other heavy materials overboard. About two days after a light was seen during the night, and we commenced firing guns and making signals every half hour during the night. In the morning, the British ship Three Bells, Capt. Creighton bore up to us; but the sea was running so high, and the wind blowing so hard, we could only communicate to each other by means of writing in large letters, on a board, our condition and prospects. I kept the men at the pumps during the night. The next morning we were very near losing him. On the fourth day, another sail appeared in sight to windward, and both bore down to us, which proved to be the Antarctic, bound for Liverpool.

Both vessels lay by us during the night, it being too rough to attempt any passage with the boats. On the fifth day the rough weather subsided, and we succeeded in transporting all the passengers, all the crew and ship's officers, except twenty-five or thirty men, including ship's officers and firemen. During that day we succeeded in procuring aboard the Three Bells some provisions, and I kept the men at the pumps during the night. The next morning we got off the remainder of the officers and crew, including Capt. Watkins, and made sail for this port. The Antarctic sailed for Liverpool.

Previous to falling in with the Three Bells, a man of the wreck scattered here and there, with men and women clinging to the pieces in order to save themselves. In a few moments all was still, none of them appearing. Not a sound was heard except the dismal moaning of the wind. On looking around, I saw Lieut. Murry standing at the mizenmast. I went aft to him, and held on there for awhile until the first mate came to cut it away, which he failed in doing owing to the roughness of the sea. I then went forward to where I was first, and saw Major Wyse, his wife and child, Lieut. Chandler, Van Voorst, and Dr. Satterlee. We talked over our chances for escape, and all came to the conclusion that we could not survive twenty minutes. At that time two negroes came along with their life-preservers, and one of the soldiers handed me one; but it was so cold that we thought it would be only prolonging our misery, and thinking that the vessel would go down every minute, we did not use them. The sea was making a breach over us at every roll. About this time we discovered that there were many persons in the lower cabin under us, principally ladies. Two or three of us were determined to go down, and afterwards induced Maj. Wyse to go down there with his wife and child. We found that the ship was not in so bad a condition as we thought she was. We found there collected, in the after part of the cabin, a number of the officers' ladies, who were in as dry a place as they could find. A portion of the cabin was broken by the sea that first struck, as I previously stated. We then covered ourselves up with wet blankets, for we were nearly frozen, not having had our clothing on at the time. Here we remained the greater part of the day, supposing the vessel would sink some time during the evening. Capt. Watkins came in and requested that we would all go out to bailing the ship, in order to keep her afloat. Two officers went out at a time, and they were relieved by others, each party bailing two hours each. We kept this up all that night, water gaining on us, and our pumps failing to work. This bailing was kept up four or five nights, until the pumps got to working again, and the sea went down. We then gained on the water, and by great exertions of the engineer, succeeded in clearing the ship of water for the time. The Captain and officers of the ship with great exertions succeeded in stopping the worst leaks and repairing the decks with old pieces of sails, and otherwise patching them up to try and keep her afloat. We kept relieving of three or four men at each end of the shaft to prevent the water coming in there, where it came in by the bucketful. About this time we were cheered with the prospect of setting the machinery in working order, that the vessel might get into port. A temporary steering apparatus was erected, and an attempt was made to get the ship under way, which up to the time had been at the mercy of the waves. After one or two revolutions of the wheel it was pronounced hopeless to attempt anything further. All that could be done, said the engineer, was to keep the pumps working. During all this time the ladies behaved admirably, and no complaint was made by them. Two or three days afterwards we saw two sail; one of them did not heed us, but the other came alongside of us and spoke us. The one that spoke us first was the Napoleon. The Captain said he was short of provisions, and we sent him off a quantity, and she went off during the night. During this time we saw the lighted ship, and thought that we were near the coast, but we could get at it. We made ourselves as comfortable as possible, and got something to eat, and began to get some dry clothes, as we had been wet for nearly two weeks. The next took none of the passengers from us. All this time we had very rough weather, until the bark Kilby spoke us. An officer went on board and contracted to take all the passengers off and take them to the nearest port. Capt. Watkins stayed behind to make one effort to save the ship; he called for volunteers, and in ten minutes he had the number required to stay by him. As soon as some of the passengers arrived on board the Kilby we sent some twenty men on board to lighten his vessel by throwing a portion of our cargo overboard. About 2 P. M. we commenced transshipping the ladies and children in small boats, and by night succeeded in getting aboard about one hundred in all—men, women and children—intending to complete the shipment next morning. About 7 o'clock we were alarmed by the cry of fire, and found the ship to be on fire near the cook's galley, but we very soon put it out.

An accident occurred at this time. Corporal Smith came to me and said his child was sick, and in about an hour after that he sent word to me and said he was very sick himself, and would like to see me. I went to him and found that he was about dying; soon after his wife came in and told me that he and the child were dead. I had her put into a stateroom, and during the night she was found dead in bed, her only child then living, lying beside her. She was taken to the other world soon after by her other child.

On our passage to this port in the Three Bells we lost about thirty passengers, who died of the effects of eating pickled meat and cabbage. The chief steward of the San Francisco became insane while on board the Three Bells, and although in charge of some of the men, he managed to get loose, jumped overboard and was lost. Yours, respectfully,
W. A. WINDER, U. S. Army.

Virginia Legislature.—The House of Delegates has agreed to appropriate \$2,000,000 to complete the Covington and Ohio Railroad, one-half of which only is to be expended in one year. The road is 150 miles long, and will require five millions to complete it. The Senate has passed a bill authorizing the Board of the Literary Fund to purchase from the Faculty College of Physicians of the Valley at Winchester, a lot in the town of Winchester, and erect a college building thereon, and providing for the medical education of indigent young men at said college. And a bill authorizing the trustees of the town of Woodstock to subscribe to the Manassas Gap Railroad Company. The committee of schools and colleges have reported a bill, proposing eighty thousand dollars as the amount to be set apart, yearly for primary and free school purposes.

BANK DIRECTORS.—The following gentlemen have been appointed Directors of the Branch Bank of Tennessee at Athens, for the current year:

Wm. H. Ballew, McMinn county.
Joseph McColl, "
J. W. McSpadden, "
Tas. T. Lane, "
Geo. W. Bridges, "
S. K. Roeder, "
Wm. M. Schorn, "
J. C. Ramsey, Knox.
Sterling T. Turner, Roane.
Caleb Moore, Meigs.
James Gamble, Polk.
Wm. Grant, Bradley.
Lewis Shepherd, Hamilton.
David E. Gillespie, Rhea.
We are requested to state that the Directors will meet at the Bank on Thursday, the 2d day of February, to organize, and that a full attendance is desired.—[Post.

A good way of hearing from Home.—A young man in California whose friends had not remembered him as he thought they ought adopted the following expedients: He sat down and wrote some half dozen letters to different persons at home, inquiring the price of land and stock; what he could buy a handsome farm of 200 or 300 acres for, &c.; intimating that he had large sums to invest, and was very rich generally. By return mail he received no less than seven letters, all anxiously inquiring for his health, when he was coming, &c., and 153 replies, some very warm ones from an old and very cold sweetheart.

Law to prevent Bad Debts.—An old merchant of New York city says he is quite convinced that if a simple law, like the following, were passed, it would prevent 75 per cent of the bad debts now made, besides promoting eminently honor, integrity, and upright mercantile character throughout the country.
"Be it enacted, &c., That all laws for the collection of any debt, contracted after the passage of this law, be abolished, except where property is transferred for its security; the property so transferred to be the only legal security of such debt."
We entertain much the same opinion.
[Hunt's Merchant Magazine.

A Dark Day Coming.—There will be an extraordinary eclipse of the sun on the 28th of May next, such a one as none but the oldest inhabitants have witnessed in this vicinity. It will be similar to the great eclipse of 1866, since which there has been none resembling it nearer than that of 1830, when eleven-twelfths of the sun was obscured.

It is rumored in Washington that from the representations of Governor BROWN, of Pennsylvania, who has just left that State, the Federal Government will not interfere in the Erie route.

From the Dayton Gazette.
OUR MOTIF.
"Tis a dark night in October,
Dreary fife bells ring the day,
While my saddened thoughts have wandered
With the treasure past away—
Far away 'mid echoes of sorrow,
To that hour of anguish sore,
When the light of home was darkened
To illumine our souls no more.
Wildly then our hearts were throbbing,
And our tears came thick and fast,
When the coffin closed above her
And we looked upon her last:
When our loved and sainted Mother,
Left the home for years she'd meet,
For another in the church-yard
With the quiet dead to rest.

Then away they bore our loved one,
Bore her to that place of gloom,
Where a new-made grave was open,
Waiting there to give her room:
Then we heard the earth-clothes falling
On the shrouded form below,
And our father's groans of anguish
As he struggled with his woe.
Then with white hands closely folded,
Clasped above her pulseless breast,
Sadly then we turned and left her
To her calm unbroken rest:
Mournfully we turned our footsteps
Homeward then we sought to go
While our hearts within were breaking,
Bursting, with their weight of woe.
But a keener pang of sorrow,
Deeper yet, was still in store
When we reached the well worn threshold,
We so oft had crossed before.
Till that hour of grief we had not
Thought how sad our home would prove,
Till we missed that voice of music,
And those gentle looks of love.
Then like stricken deer we wandered
Anon stricken to and fro—
Though each room, yet scarcely knowing
Why we went amid our woe.
But at length the truth came rally
And we knew we were alone,
Knew that we had lost the treasure
Which through life had been our own.
Since that night of bitter anguish
Nine long years have come and gone,
And along life's pathway sadly,
With our grief we've journeyed on.
Oft times when I've sadly murmured
Wandering here without her love,
I have thought, I heard her softly—
Whisper we shall meet above.

PROSPECTUS
OF THE
CLEVELAND DISPATCH.
We have determined to publish a newspaper in the town of Cleveland with the above title and have ordered a new Press, new Type and other materials for that purpose. The first number will be issued immediately after the arrival of the Type &c.
This will not interfere with the LEXINGTON PRESS in any way as it will be continued in the same manner as heretofore.
The Dispatch will be published weekly at \$2 per annum in advance; \$2.50 in six months and \$3 at the end of the year.
Address J. W. & S. B. O'BRIEN.

THE HOG TRADE.
OFFICE OF PRICE CURRENT,
January 17, 1854.
The receipts, &c., during the week, have been as follows:
By River.....10,103
By Railroads and Canals.....10,042
Through Toll Gates.....2,560
From Kentucky.....2,560
Slaughtered in Pennsylvania.....2,100
Slaughtered in Covington.....1,200
Total for the week.....16,265
Previously reported.....362,791
Grand Total.....379,056
To same date last year.....355,124

A Beautiful Idea.—A principal in one of our Public Schools, it appears from the "Ledger," has been sending around Circulars to the parents of his pupils, which, when signed and returned, will authorize him to "indict such punishment, corporally or otherwise," as may in his judgment be proper. The following answer proves that some of the parents are quite pleased with the idea:—
"Dear Mr. Rattan—
Your flogging circular is duly received. I hope as to my son John, you will flog him just as often as you find he has a bad boy—is John. Although I've been in the habit of teaching him myself, it seems to me he will never learn anything, his speller specially is outrageous by deficient. Wallup him well, sir, and you will receive my hearty thanks.
Yours truly,
MOSAS SPANKER.

P. S. Wat accounts for John being such a bad scoldler, is that he's my son by my wife's first husband.
TO-MORROW.
Don't tell me of to-morrow;
Give me the man who'll say
That when a good deed's to be done,
Let's do the deed to-day.
We may command the present,
If we act and never wait;
But repentance is the phantom
Of the past, that comes too late!

The Wheeling Bridge Case.—The reader will find in the U. S. Supreme Court, on Tuesday, the case of the complainants against the bridge over the Ohio river at Wheeling, was dismissed—there appearing no counsel for the complainants, (nominally the State of Pennsylvania.) This is understood to be an abandonment of the case by the parties opposed to the bridge, there being no ground for complaint left by them, as the act of Congress, at its last session, declaring the bridge to be a post route, removed all legal objections to it.

IN THE POSSESSIVE CASE.—"John, parse girls are lovely."
"Girls is a common noun, third person, plural number, and objective case."
"Objective case?"
"Nominative case?"
"Nominative to what verb?"
"I don't know sir."
"Well, what follows girls?"
"John Dickson followed our girls, what we've got to him, last Sunday afternoon."
"Oh, young man! well I suppose they were in the objective case?"
"No, sir—'em When I seed 'em, I should think they were in the possessive case, for he was huggin' 'em like thunder."

The Supreme Court of Pennsylvania has affirmed the decision against the Pittsburgh Omnibus drivers for driving on Sundays.

The new Mayor of Boston has taken ground in favor of several of the neighboring towns to that city.

The Branch Mint at San Francisco goes into operation on the 1st of February, and the New York assay office about the 1st of April.

GOVERNOR'S MESSAGE.

EXECUTIVE DEPARTMENT,
Nashville, Jan.,—1854.
Gentlemen of the House of Representatives:
The resolution adopted by your honorable body on the 5th inst., requesting "His Excellency the Governor to inform the House whether any bonds of the State have been issued to the East Tennessee and Georgia Railroad Company, the amount of such bonds, and by what authority issued," would not have been presented before this period, had it not been for indisposition, which has confined me a considerable portion of the time to my room and bed.

A portion of the information asked for in your resolution, can be found by reference to the 12th and 39th pages of the Comptroller's report, which was made to the Legislature some time in the month of October, 1853. The main object of your resolution is, I presume, to ascertain the amount of bonds that have been issued to the East Tennessee and Georgia Railroad Company since my connection with the Executive Department. The amount of State Bonds issued to said company, is one hundred and thirty thousand dollars, which the records of the Department will show to all persons who may think proper to examine them.

These bonds were issued to the East Tennessee and Georgia Railroad Company, under the 10th and 15th sections of an act passed on the 11th day of February, 1852, entitled, "An act to establish a system of Internal Improvements in this State." Soon after its installation as Executive, Mr. Campbell Wallace, the President of said company, made application for the issuance of bonds under the 10th and 15th sections of the act heretofore recited. The Executive took up the statute and the application for the bonds, and gave them a careful and critical examination, bringing to his aid those rules for the construction of statutes known to the legal profession, and after deliberate consideration came to the conclusion that the company was legally entitled to one hundred and thirty thousand dollars in bonds, it being the amount of debt incurred for the necessary iron, rails, spikes, equipments, &c., by said company, bona fide and before the passage of the before recited act.

The Executive had been informed that application had been made to his predecessor, by said Company, for the issuance of bonds, and that the application had been by him refused. He was also informed, that the opinion of various gentlemen of high legal attainments had been given in favor of the issuance of said bonds. Examination has been made, with the aid of the Secretary of State, for the opinions, but they cannot be found in any of the files in the Executive Department, nor can there be any evidence found in the Executive's books or registers, that the said Company ever did apply for the bonds referred to. These facts under consideration, caused the Executive to be exceedingly careful in all the steps he was about to take in reference to said application for the issuance of bonds. He, therefore, called upon the Attorney General, who is, by the act of 1853, made the adviser of the Executive in all legal questions, and required when called upon to give his opinion in regard to the manner in which the law shall be executed. The opinion of the Attorney General is herewith transmitted and made a part of this message. The opinion of the Attorney General is herewith transmitted and made a part of this message. The opinion of the Attorney General is herewith transmitted and made a part of this message.

In addition to this, your attention is most respectfully directed to some very important facts connected with this subject. In the first place, you are referred to the 11th section of "An act to charter Owen and Winstead Turnpike Company," passed the 20th of January, 1850, a portion of which is as follows: "That so much of the act of the 4th of February, 1848 as requires the Governor of the State to endorse and guarantee the bonds of the East Tennessee and Georgia Railroad, to the amount of three hundred and fifty thousand dollars, be, and the same is hereby repealed, and instead of said endorsement and guarantee, and for the purpose of aiding in the completion of the East Tennessee and Georgia Railroad, it shall be the duty of the Governor of the State, and he is hereby required, whenever he is satisfied that the said Railroad Company has so far progressed in the construction of said road, as to make it prudent and proper to procure the iron, rails and equipments, for completing the same in sections of forty miles or more. Then, and in that case, he is hereby authorized and required to issue Coupon Bonds of the State, for an amount sufficient to pay for the iron, rails and equipments, to be placed on the sections which have been so far progressed with. And in like manner, whenever additional sections of not less than twenty miles in extent shall likewise be so far progressed with, as to make it prudent and proper to procure and pay for the iron, rails and equipments, for completing the same, it shall be the duty of the Governor to issue the bonds of the State, for a sufficient amount to finish such additional section, until the whole line of road from Dalton to the Tennessee river has been completed, under the same rules and upon the same conditions as provided for to enable said Company to complete first section." "Provided, however, that the whole amount of bonds which the Governor of the State is authorized to issue to said Company shall not exceed the sum of three hundred and fifty thousand dollars, the amount of said endorsement and guarantee as aforesaid, for the completion of said road from Dalton to the Tennessee river."

It will be very readily perceived from this act, that the General Assembly set out with the principle that the State was to issue bonds sufficient in amount to pay for the iron, rails and equipments, to be placed on the East Tennessee and Georgia Railroad from Dalton to the Tennessee river, and that the three hundred and fifty thousand dollars was considered at the time sufficient in amount for that purpose; hence the proviso restricting the Governor in the issuance of the bonds to the three hundred and fifty thousand dollars. Under the 14th section, the Governor was authorized to appoint a faithful agent whose duty it was to take control of the bonds of the State, so as to see that the same was applied to the payment of the railroad iron and equipments, including engines and cars for the Railroad Company above named. Dr. J. G. M. RAMSEY, of Knoxville, was appointed agent by the Governor, who took charge of the bonds and disposed of them as the law directed, and they were not sufficient in amount to purchase the iron, rails, chairs, spikes, equipments, &c., and he reported that fact to the Legislature of 1851-2. In that report, Dr. RAMSEY makes the following statement:

"It was ascertained that the State loan itself was insufficient in amount to purchase the iron and equipments necessary to put the road in successful operation from Dalton, Georgia, to the Tennessee river, as the act under which I received my appointment evidently contemplated. And it was considered essential to the interest of the States and other stockholders, as well as to the business and commerce of the country, that the road should at once take steam, and thus extend its benefits through simultaneously to the whole of East Tennessee. Unwilling that the road should stop, even for a time, short of that point, the Board of Directors were determined to issue bonds in conjunction with the State Fund in making the purchases necessary to finish and equip the road to Blair's Ferry."

From this report it will be seen that the amount of bonds issued by the State were insufficient to procure the iron, chairs, equipments, &c., as contemplated in the 11th section of the act above recited. So the Legislature of 1851-2, with these facts before them, passed the general Internal Improvement law, containing the 10th and 15th sections already recited. The 15th sec. "provides that should any of the companies heretofore enumerated, have bona fide, and before the passage of this act, purchased or otherwise contracted for, upon their own credit, the necessary iron, rails, spikes, equipments, &c., for their road or roads, or any section or sections thereof, the bonds of the State shall be issued to such company or companies as hereinbefore prescribed."

The East Tennessee and Georgia railroad being one of the roads enumerated in 10th section, will make it seem that the 15th section was intended especially to provide for the payment of the debt which had been incurred by said company, as reported by Dr. RAMSEY to the General Assembly, and more especially so when we examine the papers on file in the Executive Department, which show that bonds have been issued to the Memphis and Charleston railroad, under the general provisions of the Internal Improvement law, and not the 15th section, leaving the East Tennessee and Georgia railroad company alone entitled to the provisions of the said 10th and 15th sections.

The Executive being fully sustained by the Attorney General (his legal adviser), together with the Legislature, in the conclusion he had formed and the company having otherwise complied with the requirements of the statute, he therefore issued the bonds to the President of said company, and took his receipt for the same, which is entered upon the books in this office.

Very respectfully,
ANDREW JOHNSON.

From Cincinnati Price-Current.

FLOUR.

There has been a good deal of excitement in the breadstuff market during the week, and prices have materially advanced, and the markets closed decidedly buoyant, under the highly favorable news received at New York, on Monday, from Liverpool, by the Europa. Prices of Wheat and Flour, are now higher in all our home markets, than at any previous time since the great famine season, in Great Britain, and what is somewhat remarkable current rates have been attained without any great exciting speculative movements, or without augmenting supplies at any of the seaboard or inland ports. This latter feature is one, particularly, which must attract attention, as it was pretty generally believed that stocks of wheat in the country were large and that excessively heavy receipts, would be the cause of high prices. This anticipated consequence having failed, the conclusion is pretty generally arrived at, that the granaries of the West are but meagrely stocked, and this has a decidedly stimulating influence upon prices; so much so, that prices are pretty generally above a shipping point, whether we take the relative value between the inland and seaboard markets, or between the latter and England. The following comparisons with reference to this point, may be of interest:

Ohio Flour in New York, per bbl.....\$25
Freight to Liverpool.....96
Duty in Liverpool.....16

Value in Liverpool, Dec. 31st.....\$9.36
Freight to Liverpool.....96
Duty in Liverpool.....16

Ohio Flour in New Orleans, per bbl.....\$7.00
Freight to Liverpool.....\$1.44
Duty in Liverpool.....16

Value in Liverpool, Dec. 31st.....\$8.60
Freight to Liverpool.....96
Duty in Liverpool.....16

Flour in Cincinnati, per bbl.....\$6.00
Freight to New Orleans.....70

Value in New Orleans.....7.00
Freight to New Orleans.....60
Freight from N. O. to New York.....1.25

Value in New York.....8.25
We have not, it is seen, added the expense of forwarding, or insurance, &c., in any case, and yet the margins shown are very small, and it must therefore be, that transactions at present figures, are made in anticipation of a further advance, an occurrence, that, in view of the high figures, already reached, cannot certainly be calculated upon with any great degree of certainty.

The receipts of Flour and Grain at Tide Water for three years were as follows:
1851.....1852.....1853.
Flour bbls.....3,354,463 3,358,463 3,080,899
Wheat bush.....3,163,666 6,734,946 9,436,807
Corn bush.....7,915,464 5,411,643 3,200,326
The value of these three articles for the same time were as follows:
1851.....1852.....1853.
Flour.....\$13,436,542 15,685,965 17,766,787
Wheat.....3,051,110 6,878,291 12,362,217
Corn.....4,427,177 3,262,920 2,272,231

Totals.....20,914,829 26,191,181 32,401,235
Thus it